

Message Text

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PAGE 01 MANILA 16161 01 OF 03 142001Z
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FM AMEMBASSY MANILA
TO SECSTATE WASHDC 1567
INFO AMEMBASSY BANGKOK

LIMITED OFFICIAL USE SECTION 01 OF 03 MANILA 16161

USADB

FOR NAC AGENCIES

EO 11652:N/A
TAGS: EAID, EFIN, ADB, TH
SUBJECT: PROPOSED TECHNICAL ASSISTANCE LOAN FOR SONGKHLA
- AND PHUKET PORTS PROJECT (THAILAND)

SUMMARY: ADB MANAGEMENT PROPOSES \$1.5 MILLION EQUIVALENT
LOAN FROM ORDINARY CAPITAL RESOURCES TO THAILAND TO FINANCE
THE FOREX COST OF ENGINEERING SERVICES TO UNDERTAKE
DETAILED SITE INVESTIGATIONS AND DEVELOP MASTER PLANS FOR
THE IMMEDIATE AND LONG TERM REQUIREMENTS OF SONGKHLA AND
PHUKET PORTS AS WELL AS TO PREPARE DETAILED DESIGNS AND
TENDER DOCUMENTS FOR THE CONSTRUCTION STAGE. THE TOTAL
COST OF THE PROPOSED TA IS ESTIMATED AT \$2.1 MILLION OF
WHICH \$1.5 MILLION IS FOR FOREX TO BE FINANCED BY THE BANK
AND 0.6 MILLION IS FOR LOCAL CURRENCY TO BE MET BY THE
GOVERNMENT. AN EXPATRIATE FIRM IN ASSOCIATION WITH A
LOCAL FIRM WILL BE ENGAGED UNDER THE TA. FEASIBILITY
STUDIES FOR THE PORTS WERE MADE IN 1972 AND WERE UPDATED
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PAGE 02 MANILA 16161 01 OF 03 142001Z

IN 1977 UNDER A BANK TA. THE PORTS WERE FOUND TO BE
TECHNICALLY FEASIBLE, FINANCIALLY SOUND AND ECONOMICALLY
VIALE. USADB RECOMMENDS FAVORABLE NAC CONSIDERATION.
END SUMMARY.

1. ADB DOC. NO. R88-78 WITH ATTACHMENTS DESCRIBING PRO-
POSED LOAN POUCHED ADDRESSEES SEPTEMBER 5. BOARD CONSID-

ERATION SCHEDULED SEPTEMBER 21.

2. ADB MANAGEMENT PROPOSES \$1.5 MILLION TECHNICAL ASSISTANCE LOAN FROM ORDINARY CAPITAL RESOURCES TO THAILAND FOR THE SONGKHLA AND PHUKET PORTS. PROCEEDS WILL FINANCE THE FOREX COSTS OF CONSULTANTS FOR ENGINEERING SERVICES IN SITE DEVELOPMENT AND MASTER PLANS FOR THE DEVELOPMENT AND OPERATION OF THE PORTS. PROPOSED TERMS ARE 10 YEARS AMORTIZATION INCLUDING TWO YEARS GRACE PERIOD AND 7.70 PERCENT INTEREST PER ANNUM. BORROWER IS KINGDOM OF THAILAND AND EXECUTING AGENCY IS HARBOR DEPARTMENT OF THE MINISTRY OF COMMUNICATIONS.

3. BANGKOK IS THE PRINCIPAL INTERNATIONAL, DEEP WATER PORT IN THAILAND. THE PORT HANDLES ABOUT 90 PERCENT OF THAILAND'S INTERNATIONAL SEABORNE TRAFFICE AND 35 PERCENT OF ITS COASTAL TRAFFIC. IT IS SITUATED ABOUT 30 KM. FROM THE MOUTH OF THE CHAO PHRAYA RIVER. BECAUSE OF SHARP BENDS AND SHALLOW CHANNEL, SHIPS ARE RESTRICTED TO ABOUT 565 FEET I.E., ABOUT 10,000 DWT. AS AN INTERIM SOLUTION TO AVOID CONGESTION AT BANGKOK, THE GOVERNMENT IS CONSIDERING USING THE NAVAL PORT OF SATTAHIP LOCATED ABOUT 170 KM. BY ROAD FROM BANGKOK. THIS PORT CAN ACCOMMODATE LARGE BULK CARRIERS UP TO 150,000 DWT. AS A LONG TERM MEASURE, HOWEVER, CONSTRUCTION OF A NEW DEEP-SEA PORT AT LAEM CHABANG, ABOUT 120 KM. FROM BANGKOK, IS BEING CONSIDERED BY THE LIMITED OFFICIAL USE

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PAGE 03 MANILA 16161 01 OF 03 142001Z

GOVERNMENT. THE FEASIBILITY STUDY OF THIS PORT WAS CARRIED OUT BY A FIRM OF DUTCH CONSULTANTS IN 1968-72 AND UPDATED BY THE SAME FIRM IN 1978. TO PROVIDE AN OUTLET FOR EXPORT TRAFFIC FROM THE SOUTHERN REGION AND TO STIMULATE INDUSTRIAL DEVELOPMENT IN THE REGION, THE GOVERNMENT HAS ALSO DECIDED TO PROCEED WITH THE DEVELOPMENT OF DEEP-WATER BERTHS AT SONGKHLA AND PHUKET, THE FORMER IS ON THE EAST COAST AND THE LATTER ON THE WEST COAST OF THAILAND'S SOUTHERN REGION. APART FROM DEEP-SEA PORTS, THE GOVERNMENT IS ALSO PLANNING TO DEVELOP ITS COASTAL PORTS IN COORDINATION WITH IMPROVEMENTS TO THE ROAD SYSTEM. TOWARD THIS END, A STUDY OF 20 SMALL COASTAL PORTS HAS BEEN INCLUDED IN IBRD'S SIXTH HYGHWAY PROJECT TO REVIEW THE ADEQUACY OF EXISTING FACILITIES, EQUIPMENT, PHYSICAL AND OPERATING CONDITIONS AND TO PREPARE A DEVELOPMENT PLAN.

4. THE SOUTHERN REGION OF THAILAND, THE PROJECT AREA, INCLUDES 70,000 SQ. KM. AND 5.4 MILLION PEOPLE OF WHICH ABOUT 90 PERCENT LIVE IN THE RURAL AREAS. ITS ECONOMY IS PREDOMINANTLY AGRICULTURAL, WITH RICE AND RUBBER BEING THE IN PRINCIPAL CROPS. THE INWARD TRADE OF THE REGION IS PRINCIPALLY PETROLEUM PRODUCTS WHICH ACCOUNT FOR ABOUT

380,000 TONS PER ANNUM. THE EXPORT TRAFFIC OF THE REGION IS PREDOMINANTLY IN RUBBER WHICH RUNS ABOUT 300,000 M.T./YEAR. AGRICULTURAL PRODUCTS ACCOUNT FOR RELATIVELY INSIGNIFICANT EXPORTS TO DATE, BUT MAY INCREASE IN THE FUTURE. THESE INCLUDE FISH AND FISHMEAL PRODUCTS, PALM OIL AND TIMBER. INTER COASTAL TRADE RUNS ABOUT 250,000 M.T. PER ANNUM SOUTHWARD TO THE REGION AND 180,000 M.T. PER ANNUM NORTHWARD AWAY FROM THE REGION. OF THE EIGHT PRINCIPAL PORTS IN THE SOUTHERN REGION, SONGKHLA IS BY FAR THE LARGEST, HANDLING ABOUT 35 PERCENT OF THE REGION'S SEA BORNE TRADE. IT IS ONLY 30 KM. FROM HAODYAI, THE MOST RAPIDLY GROWING INDUSTRIAL CENTER IN THE SOUTH. PHUKET ON

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PAGE 01 MANILA 16161 02 OF 03 142030Z
ACTION TRSE-00

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R 140843Z SEP 78
FM AMEMBASSY MANILA
TO SECSTATE WASHDC 1568
INFO AMEMBASSY BANGKOK

LIMITED OFFICIAL USE SECTION 02 OF 03 MANILA 16161

THE WEST COAST IS SMALLER THAN SONGKHLA PORT AND HANDLES ABOUT 10 PERCENT OF THE REGION'S TRADE, BUT HAS THE ADVANTAGE OF ITS PROXIMITY TO EUROPE AND THE U.S. ATLANTIC COAST THAN ANY OTHER PORT IN THAILAND AND A COAST LINE SUITABLE FOR DEEP-SEA PORT DEVELOPMENT. BOTH PORTS ARE CURRENTLY NOT SUITABLE FOR LARGE CARGO CARRIERS AND PHUKET IN PARTICULAR IS RARELY USED DURING THE NORTH-EAST MONSOON BECAUSE OF ROUGH SEAS AND STRONG EASTERLY WINDS. SONGKHLA PORT CURRENTLY HANDLES ABOUT 531,000 M.T. OF CARGO PER ANNUM (OF WHICH ABOUT ONE-HALF IS PETROLEUM PRODUCTS). BY 1985 THIS IS EXPECTED TO INCREASE TO 1.1 MILLION M.T./P.A., (WITH PETROLEUM PRODUCTS ACCOUNTING FOR ABOUT ONE-THIRD OF THE TONNAGE) OR A 55 PERCENT INCREASE ON CARGO OVER THE PERIOD. PHUKET PORT CURRENTLY HANDLES AROUND 153 THOUSAND M.T./P.A. (OF WHICH ONE-HALF IS PETROLEUM PRODUCTS). BY 1985 THIS IS EXPECTED TO INCREASE TO 430

THOUSAND M.T./P.A., (WITH ABOUT ONE-FOURTH IN PETROLEUM PRODUCTS) OR A 64 PERCENT INCREASE OVER THE PERIOD. TOTAL CARGO TONNAGE FOR BANGKOK IN 1976 WAS 15.7 MILLION M.T. AND BY 1985 IT IS PROJECTED TO INCREASE TO 22.8 MILLION M.T./P.A. OR AN INCREASE OF ABOUT 30 PERCENT. THUS, THE RATE OF INCREASE IN CARGO TRAFFIC FOR THE TWO PORTS IS LIMITED OFFICIAL USE

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PAGE 02 MANILA 16161 02 OF 03 142030Z

EXPECTED TO BE SIGNIFICANTLY LARGER THAN THE RATE OF INCREASE FOR BANGKOK PORT DURING THE SAME PERIOD.

5. THE OBJECTIVE OF THE PROPOSED TA, AS THE NEXT STAGE TOWARDS IMPLEMENTATION OF THE GOVERNMENT'S DECISION TO DEVELOP SONGKHLA AND PHUKET PORTS, IS TO PROVIDE ENGINEERING SERVICES TO UNDERTAKE DETAILED SITE INVESTIGATIONS AND DEVELOP MASTER PLANS SUGGESTING PHASED DEVELOPMENT, FOR IMMEDIATE AND LONG-TERM DEVELOPMENT OF THE PORTS, AS WELL AS TO PREPARE DETAILED DESIGNS AND TENDER DOCUMENTS FOR PHASE I DEVELOPMENT AT THE SELECTED SITES. THE NEED FOR DEVELOPMENT AT BOTH PORTS TO PROVIDE AN OUTLET FOR IMPORTS AND EXPORTS IN THE SOUTHERN REGION AND TO STIMULATE ECONOMIC DEVELOPMENT IN THE REGION HAS BEEN RECOGNIZED BY THE GOVERNMENT ON THE BASIS OF STUDIES CARRIED OUT IN THE PAST. HOWEVER, IN SELECTING THE SITE FOR PORT DEVELOPMENT, THE GOVERNMENT HAS HAD TO CONSIDER CAREFULLY OTHER RELEVANT ASPECTS OF SUCH DEVELOPMENT, SUCH AS ECOLOGICAL AND ENVIRONMENTAL EFFECTS AND POSSIBLE LAND USE CONFLICT. THE SCOPE OF THE PROPOSED ENGINEERING SERVICES FOR SONGKHLA PORT INCLUDES, INTER ALIA, UNDERTAKING NECESSARY SITE INVESTIGATIONS AND SURVEYS (TOPOGRAPHIC, HYDROGRAPHIC, SOIL, QUARRY, ETC.), PREPARATION OF A MASTER PLAN TO COVER IMMEDIATE AND LONG-TERM DEVELOPMENT OF THE PORT, PORT-RELATED ACTIVITIES AND TOWNSHIP DEVELOPMENT. IT ALSO INCLUDES PREPARATION OF DETAILED DESIGNS AND TENDER DOCUMENTS FOR THE PHASE I DEVELOPMENT AND UNDERTAKING OF A COMPREHENSIVE PROGRAM OF HUDRAULIC STUDIES, INCLUDING A PHYSICAL MODEL STUDY, WITH A VIEW TO: (I) PROVIDE GOOD SHELTERING; AND (II) REDUCE SILTATION SO AS TO AVOID EXCESSIVE MAINTENANCE DREDGING COSTS. THE SCOPE OF THE PROPOSED ENGINEERING SERVICES FOR PHUKET PORT INCLUDES, INTER ALIA, THE UNDERTAKING OF NECESSARY SITE INVESTIGATION. LIMITED OFFICIAL USE

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PAGE 03 MANILA 16161 02 OF 03 142030Z

TIONS (TOPOGRAPHIC, HYDROGRAPHIC, SOIL, QUARRY, ETC.), PREPARATION OF A MASTER PLAN TO COVER IMMEDIATE AND LONG-TERM DEVELOPMENT OF THE PORT TO HANDLE THE FORECAST TRAF-

FIC (COVERING THE LAND AREA REQUIREMENTS FOR PORT, PORT-RELATED ACTIVITIES AND TOWNSHIP DEVELOPMENT) AND PREPARATION OF DETAILED DESIGNS AND TENDER DOCUMENTS FOR PHASE I DEVELOPMENT.

6. THE TOTAL COST OF THE PROJECT IS ESTIMATED AT ABOUT \$2.1 MILLION, WITH A FOREIGN CURRENCY COMPONENT OF ABOUT \$1.5 MILLION AND A LOCAL COST COMPONENT OF ABOUT \$0.6 MILLION EQUIVALENT. THE GOVERNMENT HAS REQUESTED THE BANK TO FINANCE THE FOREIGN CURRENCY COST OF \$1.5 MILLION AND HAS AGREED TO UNDERTAKE THE FINANCING OF LOCAL CURRENCY REQUIREMENTS ESTIMATED AT THE EQUIVALENT OF \$0.6 MILLION. THE FOREIGN CURRENCY COSTS INCLUDE THE REMUNERATION (ABOUT 160 MAN-MONTHS), INTERNATIONAL TRAVEL AND OTHER OUT-OF-POCKET EXPENSES OF FOREIGN CONSULTANTS, PROCUREMENT OF NECESSARY SURVEY AND OTHER EQUIPMENT, PRINTING OF REPORTS, AS WELL AS THE COSTS RELATED TO CONSTRUCTION OF A PHYSICAL MODE OF SONGKHLA PORT. THE LOCAL CURRENCY COMPONENT COVERS THE COSTS RELATING TO THE SERVICES OF LOCAL CONSULTANTS (ABOUT 60 MAN-MONTHS) AND STAFF (ABOUT 100 MAN-MONTHS) TO ASSIST THE FOREIGN CONSULTANTS, SOLID INVESTIGATIONS, DOMESTIC TRAVEL, OFFICE RENTALS, AND OPERATION AND MAINTENANCE OF THE PROJECT EQUIPMENT.

7. POSSIBILITIES FOR U.S. FIRMS: THE ENGAGEMENT OF CONSULTANTS FOR THE PROJECT WILL BE IN ACCORDANCE WITH THE BANK'S GUIDELINES ON USES OF CONSULTANTS AND THE PROCUREMENT OF SERVICES SUCH AS THOSE FOR SOIL INVESTIGATIONS AND OF NECESSARY OFFICE AND SURVEY EQUIPMENT WILL BE IN ACCORDANCE WITH PROCEDURES SATISFACTORY TO THE BANK. IT HAS BEEN AGREED TO ENGAGE AN EXPERIENCED EXPATRIATE

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PAGE 01 MANILA 16161 03 OF 03 142032Z
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R 140843Z SEP 78
FM AMEMBASSY MANILA
TO SECSTATE WASHDC 1569
INFO AMEMBASSY BANGKOK

LIMITED OFFICIAL USE SECTION 03 OF 03 MANILA 16161

CONSULTING FIRM FOR CARRYING OUT THE WORK AT BOTH PORTS, WHICH WILL BE REQUIRED TO ASSOCIATE WITH LOCAL CONSULTANTS OF THEIR CHOICE. THE BANK IS SATISFIED THAT THERE ARE SUFFICIENT LOCAL CONSULTANTS WITH THE REQUISITE QUALIFICATIONS IN THAILAND TO PROVIDE THE TYPE OF SUPPORT SERVICES WHICH ARE NEEDED FOR THE PROJECT. HOWEVER, NOTWITHSTANDING THE EXPATRIATE CONSULTING FIRM'S ASSOCIATION WITH LOCAL CONSULTANTS, THE EXPATRIATE FIRM WILL BE RESPONSIBLE FOR THE ENTIRE SERVICES TO BE PROVIDED UNDER THE PROJECT INCLUDING SOIL INVESTIGATIONS AND HYDRAULIC MODEL STUDIES WHICH MAY BE SUBCONTRACTED TO SUITABLY EXPERIENCED EXPATRIATE OR LOCAL FIRMS. THE GOVERNMENT WILL PROVIDE SELF-CONTAINED AND SUFFICIENT OFFICE ACCOMMODATION IN BANGKOK, SONGKHLA AND PHUKET. IT IS ENVISAGED THAT THE CONSULTANT'S MAIN DESIGN OFFICE FOR THE WHOLE DURATION OF THE PROJECT COVERING BOTH PORTS WILL BE IN BANGKOK WHERE NECESSARY BACK-UP FACILITIES ARE READILY AVAILABLE. SITE OFFICES WILL HAVE TO BE ESTABLISHED IN SONGKHLA AND PHUKET FOR THE DURATION OF THE FIELD INVESTIGATIONS.

8. ECOLOGICAL AND ENVIRONMENTAL CONSIDERATIONS WERE TAKEN IN SITE SELECTION. SONGKHLA, FOR EXAMPLE, IS LIMITED OFFICIAL USE

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PAGE 02 MANILA 16161 03 OF 03 142032Z

LOCATED AT THE MOUTH OF A LAGOON THAT HAS AN AREA OF ABOUT 1,040 SQ. KM. THE SHALLOW WATERS PROVIDE FOOD AND WOOD FUEL DIRECTLY TO AT LEAST 4,500 FAMILIES WHO RESIDE ON ITS SHORES. IT IS ALSO ESTIMATED THAT ANOTHER 150,000 PEOPLE DEPEND ON THE LAGOON TO VARYING DEGREES FOR FOOD AND EMPLOYMENT. IN ADDITION ABOUT 2,000 PEOPLE USE THE ATTRACTIVE BEACH AT THE MOUTH OF THE LAGOON FOR SWIMMING AND OTHER RECREATIONAL PURPOSES. FOR THESE REASONS A SITE FOR DEEP BERTH DEVELOPMENT WAS SELECTED WHICH WOULD NOT INTERVENE WITH EITHER THE LEVEL OF THE WATER IN THE LAGOON OR ITS QUALITY. PHUKET PORT DOES NOT AFFECT SIMILAR BODIES OF WATER ON THE WEST COAST OF THE SOUTHERN REGION, THEREFORE, POSSIBLE ADVERSE ENVIRONMENTAL CONSIDERATIONS WERE NOT FACTORS IN THE SELECTION FOR FURTHER DEVELOPMENT.

9. THE EXECUTING AGENCY FOR THE PROJECT WILL BE THE HARBOR DEPARTMENT (HD) IN THE MINISTRY OF COMMUNICATIONS. HD IS RESPONSIBLE FOR OVERALL CONTROL OF ALL PORTS, OTHER THAN BANGKOK. THIS RESPONSIBILITY INCLUDES THE CONTROLLING OF ALL PRIVATE CONSTRUCTION IN PORT AREAS, PLANNING, BUDGETING, ADMINISTRATION AND MAINTENANCE OF THE WATER TRANSPORT SECTOR IN THAILAND, INCLUDING INLAND WATERWAYS. A PROJECT UNIT WILL BE ESTABLISHED WITHIN THE TECHNICAL DIVISION OF

HD FOR THE IMPLEMENTATION OF THE PROJECT AND THE DEPUTY DIRECTOR GENERAL OF THE TECHNICAL DIVISION WILL BE DESIGNATED AS PROJECT DIRECTOR. HD'S CURRENT REVENUE AND EXPENDITURES RELATE PRIMARILY TO PILOTAGE, VESSEL SURVEYS AND REGISTRATIONS, DREDGING AND GENERAL ADMINISTRATIVE SERVICES. THE ADDITION OF THESE TWO PORTS UNDER HD'S OPERATIONAL CONTROL WILL, THEREFORE, NECESSITATE RESTRUCTURING AND EXPANSION OF ITS FINANCE DIVISION AS HD HAS NO PRIOR EXPERIENCE IN ACCOUNTING AND FINANCIAL MANAGEMENT OF PORTS. ADDITIONAL CONSULTING SERVICES WILL BE NEEDED LIMITED OFFICIAL USE

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PAGE 03 MANILA 16161 03 OF 03 142032Z

TO ASSIST HD IN ITS NEW ROLE.

10. USADB COMMENT: WHILE THE EXPANSION OF BOTH SONGKHLA AND PHUKET PORTS WILL TEND TO RELIEVE BANGKOK OF SOME OF ITS CONGESTION, THE DEVELOPMENT OF THESE TWO PORTS IS THE BEGINNING OF A LONG TERM THAI STRATEGY FOR EXPANDING ITS TOTAL PORT CAPABILITY AND HOPEFULLY ITS EXPORT TRADE. WE COMMEND THE GOVERNMENT FOR MARSHALING INTERNATIONAL RESOURCES AS WELL AS ITS OWN TO MAP OUT LONG-TERM PLANS FOR DEVELOPMENT OF BOTH ITS DEEP-SEA AND COASTAL PORTS IN COORDINATION WITH ITS HIGHWAY CONSTRUCTION PROGRAM. WE AGREE WITH MANAGEMENT THAT SOME DIFFICULTY MAY BE ANTICIPATED WITH HD'S ABILITY TO OPERATE THESE TWO PORTS AS IT IS NECESSARY FOR HD TO DEVELOP AN ENTIRELY NEW CADRE OF EXPERTS AND CLERKS TO CARRY OUT THIS FUNCTION. HOWEVER, THE BANK'S ANTICIPATION FOR THE NEED FOR CONSULTANT SERVICES TO HD IS AN ACTION THAT WE BELIEVE TO BE CRITICAL TO THE SUCCESSFUL IMPLEMENTATION OF ANY FOLLOW-UP LOAN TO THE PROJECT. USADB FINDS THE TA TERMS OF REFERENCE APPROPRIATE AND RECOMMENDS FAVORABLE NAC ACTION.

11. REQUEST AMEMBASSY BANGKOK COMMENTS FOR NAC AGENCIES, INFO USADB MANILA, PURSUANT TO STATE 119795 DATED JULY 3, 1972. EDMOND

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